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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymous signed communications that have already appeared in other papers will be inserted.
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MARRIAGE.

On April 18th, at Union Church, Hongkong, by the Rev. C. H. Hickling, assisted by the Rev. T. W. Pearce, William Nicholson to Mary Farnham, eldest daughter of Mr. and Mrs. Alexander Hodger, East Point.

DEATH.

On the 20th April, at 4 Elliot Crescent, RUTHERFORD RUSSELL, the youngest son of the late A. G. Aiken and Mrs. Aiken. Aged 27.
The funeral will pass the Monument at 5.30 p.m. to-day.

HONGKONG OFFICE: 10A, DES VOEUX ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 21st, 1908

PERHAPS the most wholesome sign for Russia in Asia that has as yet appeared is a recent announcement that immigrants have been at last beginning to flow in increasing numbers into Eastern Manchuria, and the country about the lower Amur. The fact has never been sufficiently understood by other nations that in Primorsk Russia possesses one of the most fertile districts on the face of the earth, while Russia of the past, with her head high up in the air looking out for realms to overrun with her uninvited armies, has been too busily occupied playing soldiers, to turn a thought to home development. It need be scarcely pointed out that the colonisation of these districts was none of Russia's own seeking; and that it has come about through no forethought, nor intention on her part, but actually in spite of all her efforts to the contrary. Governor HARTMANN, a German gentleman from Courland, who administered this province some thirty years ago did indeed make some advances towards introducing agriculture and agriculturists, but St. Petersburg quickly gave him to understand that it was not for such purposes, the coast lands had been acquired; he was soon recalled in favour of a military Governor, and since his time militarism has

reigned supreme. As a secondary, though by no means foreseen result of the construction of the Siberian Railway, Siberian farmers commenced to find their products largely in demand; the Russian Government saw that for her conquest of Japan and China, which had been the sole reason for her construction of the line of railway, a larger army than at first was contemplated was needed and as armies require to be fed, and European Russia's grain resources were earmarked to pay the interest on her enormous debt, it became necessary to encourage production in Siberia. So railway and other facilities were offered, and the settlement of Scandinavian instructors encouraged. On the disastrous termination of the war with Japan, Russia found these supplies most useful, and as freight for the line was in her state of shattered finance a matter of importance, the facilities before offered for merely military purposes were now continued for revenue. The result of these various causes has been that agriculture, and especially dairy farming, in Siberia is becoming an important industry, very much to the advantage of the peasant proprietors, who find their lot incomparably better than that of their fellows in the more southern governments of European Russia. The towns, too, in Siberia are growing rapidly, and education there is spreading far more rapidly than in the European provinces, so that on the whole, even under the depressing influence of Russian government, there is more incentive to industry than on the western side of the Urals. Under these conditions, the Siberian has been coming to assert himself. The country never was cursed with the infliction of serfdom, in the first instance because with the sparse population it was impossible to keep the run of one's serfs, but the fact has had the effect on the people who are naturally more independent. It is thus that they have in late years commenced to settle in the extremely fertile eastern lands, and that these settlers from mid Siberia make much more profitable residents than emigrants from European Russia. Politically this is having its effect on the government. Till the war with Japan, the newcomers were mainly confined to Koreans, physically fine men, but without any idea of bettering their condition, or Chinese who were merely temporary visitants during the summer, returning to China with the cold weather. The few Russians who took up their residence were quite as ignorant as the Koreans themselves; knew nothing of agriculture, and were too debased for trade. The war induced some of the more active of the Siberians to try their luck at catering for the wants of the army, and finding the climate mild, and the soil productive, many of these took to farming. These new settlers have proved themselves far superior to their predecessors, and momentarily, the lust for more occupation of territory having been checked by the result of the war and the events succeeding it, the government of the sea-board province have welcomed the settlers who have brought an accession of revenue. The result has been a more commercial spirit at Vladivostok, which has been assisted considerably by the access of the railway bringing it more into contact with the rest of the world.

Now no one of these things has of itself been sufficient to bring about any vital change in the condition of the Russian provinces in northern Asia, yet it is not to be denied that there has been a slightly improved tendency, and that tendency has been to show that Siberia, if left to work out her own salvation, has a not inglorious future before her, but that to develop this rest is needed. Hitherto Siberia, and Asia generally have been serious drags on the finances of European Russia,—too much, in fact, for the country to support in its impoverished condition. The wiser statesmen of Russia, then, are beginning to discover that Siberia, so far from being a burden on the Imperial Exchequer, is really capable of bearing her full share of the necessary expenses of government. Gradually, but surely then, the aspect of St. Petersburg towards her territories in Eastern Asia is undergoing a change, and the Imperial Government and its satellites are coming round to see that they can be made better use of than simply as accessories in the conquest of China and the terrorisation of Japan. A few years ago the wealth of China was the cynosure for which watered the greedy maws of Russian statesmen; the truth at last is beginning to dawn on them, that the still virgin soil of Eastern Siberia is capable of yielding a much richer harvest to the exploiter than the already exhausted realm of China. It is this, and not any likelihood of binding Russia by the most solemn of promises, that leads to our viewing with satisfaction the recent pro-

gress of Siberia. Russia is indeed beginning to discover that while her home provinces are suffering from congestion, and cannot much longer stand the strain to which they have within the last three quarters of a century been subjected through the greed of her rulers for more territory, she has within her own bounds, in her Eastern territories, enough to satisfy for hundreds of years her most exalted ambitions. One of the great incentives to Peter the Great's ambition was to have what he called an outlook on Europe. The policy which this inaugurated carried on, as it has been, without judgment, has already brought the home-lands to the brink of destruction. By an unforeseen dispensation of Providence, while the ruin of European Russia was proceeding by leaps and bounds, she became possessed in Asia of one of the finest territories on the face of the earth; this she has at last discovered, not through any wisdom on her part, but through what at the time she considered her greatest misfortune,—the defeat of her overvaluing ambition for the destruction of her neighbours. If Russia take advantage of the opportunity thus offered her of advancing her eastern lands, she may yet become not only the richest, but the most powerful and respected of nations. This is the reason why, with the rest of those who have studied the situation on the spot, we welcome as a guarantee of future peace the recent industrial advances of Eastern Siberia.

The delightful weather on Easter Monday enabled excursionists to enjoy the holiday.

The European mail via St. Peter, delivered on Sunday, brought London advices dated up to March 26th.

The "David Gillies," the new tug to replace the Dock Company's "Robert Cooke" had its maiden run on Sunday.

The Portuguese Lilliputians gave a successful performance of "The Belle of New York" at the Club Lusitano last night.

A coolie was on Sunday removed to hospital suffering from injuries received through being knocked down by an Indian policeman on a bicycle.

The "Rainbow," the flagship of the American Admiral, saluted the port and the British Admiral yesterday, the courtesy being acknowledged by the shore battery and the "King Alfred."

The *Berlin Courier* publishes the following telegram from Hamburg:—"The conference lines to the Far East have decided to raise their freight rates to Shanghai by half-a-crown from July 1."

The *Bourne Gazette* announces that a group of English bankers is forming in London an Anglo-Russian Bank, with the view of promoting Anglo-Russian commerce and backing industrial undertakings in Russia.

Yesterday the "King Alfred" was taken into dock, Admiral Sir Hedworth Lambton having transferred his flag to the "Alcester." He proceeds to-day to the North and will be followed later by the ships of the squadron.

The *Giornale d'Italia* says that a still closer rapprochement between Great Britain and Russia is imminent, and France and Italy will probably join in with a view to joint action in the East. "The formation of such a coalition is greatly dreaded in Berlin."

The Chinese Minister at Washington has been officially notified that the Viceroy of Nanking has been instructed by the Imperial Government to welcome the American battleship fleet should it visit China. This has been transmitted to the State Department, and is considered as tantamount to an invitation.

A lance corporal in the Middlesex Regiment was brought before Mr. Wood at the Magistrate's yesterday charged with the theft of three dollars from a brothel in Hunghom. The girl alleged that defendant broke open her box and took the money. This defendant denied, and his story being supported by a companion, the charge was dismissed.

It seems from figures just published that it costs more to save a warship than to carry out a military expedition. The taxpayer will have to pay £85,000 for the salvage operations in connection with the "Montague," which went on the rocks at Lundy Island, while the entire cost of the recent expedition against the Zakh Khela is only £27,000. What is there to show for the money? In the case of the "Montague" £108,000 worth of material was recovered, and surely the comparatively small sum of £27,000 is worth spending in order to secure peace on the North-Western Frontier of India.

Sentence of three months' imprisonment was passed by Mr. Kemp at the Magistrate's yesterday upon a Chinaman for burglary at 54 Wellington Street. He had climbed up the scaffolding in front of 55, which was being repaired, and walked along the flat roof and entered the house stated by a door which he broke open. He lifted a quantity of clothing and a portmanteau but before he could get away the owner woke up and seeing the strange man in the room gave the alarm. The thief attempted to escape by the scaffolding but the shopman and his folk shouted to a lunko who was passing in the street. Finding himself frustrated in his descent the burglar entered another house by the window but the lunko came along, and arousing the inhabitants, was admitted and found the thief.

A permanent committee has been appointed by the Russian Ministry of Finance consisting of representatives of the Ministries of Commerce, War, Finance, Public Instruction, and Foreign Affairs to consider measures for the introduction of instruction in Japanese in the elementary and middle schools, and for students voyages to Japan, by persons who are learning Japanese to enable them by their own efforts to perfect their knowledge of that language.

The Journal "El Mundo" says that, according to statements made by persons who have recently been in Lisbon, the condition of the wound which King Manuel sustained in the arm on the day King Carlos and the late Crown Prince were murdered has become so serious that the doctors are advising the immediate amputation of the limb. The young King himself and Queen Amelia are opposed to this course, which, however, His Majesty's medical advisers consider indispensable.

Epsom has just lost one of its oldest and most notable inhabitants by the death, at the age of 90, of Mr. Robert Deale, who acquired more than local fame by reason of his having seen the Derby eighty times. The Derby last year was the first he had not seen since he was a boy. Mr. Deale was proud of his "Derby" record, though apart from a desire to see this race he took no interest in racing. He had many fine personal qualities, and amongst his numerous friends were Lord Rosebery and Mr. Justice Bicknell, both of whom often called at his shop in High-street to chat with him. Mr. Deale was a fund of information respecting Epsom and its races in olden days. Within the last two years Lord Rosebery paid him several visits, and his lordship, on achieving his third Derby victory, sent the old gentleman a cheque for £50. When not staying at the Durdan's Lord Rosebery caused inquiries to be constantly made as to Mr. Deale's condition, and sent him many gifts during his recent illness. Mr. Deale lived in Epsom all his life, and for nearly twenty years was connected with the local government of the town.

TIENTSIN.

(FROM OUR CORRESPONDENT.)

April 10th.
Next month Hongkong will have a notable visitor in the person of the Inspector-General of the Imperial Maritime Customs, who will pass through the Colony in the mail steamer on his way home on leave.

In Hongkong Sir Robert will be close to Canton, the scene of his early labours in China, first in the British Consular service and afterwards in the Chinese Imperial Maritime Customs.

The recent death of Sir Nicholas O'Connor, the British Ambassador at Constantinople, and a fellow-countryman of Sir Robert, recalls a fact that is perhaps not generally known. On the death of Sir Harry Parkes, the British Minister in Peking, Sir Robert Hart was appointed Minister in his place, and the appointment was gazetted. But Sir Robert declined it. There is a story of the *bon trovato* order that Sir Robert replied that there were many foreign Ministers in Peking, but only one Inspector-General. As a matter of fact, it was in deference to a special request of the Emperor Dowager that Sir Robert remained at the head of the Customs and did not go to the Legation.

But Sir Robert was and is an excellent diplomatist. Just about the time referred to, in 1884-5, he performed valuable services to the Chinese Government in connexion with the Franco-Chinese difficulty in Tonkin, and the subsequent Treaty. Before that, in 1876, he had taken a great part in the negotiations of the Chefoo Convention.

As stated, Sir Robert Hart declined the post of Minister to China and Korea, and for 16 months following this the late Sir Nicholas O'Connor was Chargé d'Affaires in Peking. Later, in 1892, Sir Nicholas returned to Peking as Minister, and in 1895 was transferred to St. Petersburg. It is a curious conjecture what Sir Robert Hart's career would have been, and what his influence upon the course of world politics, had he accepted the position of British Minister in 1885. If he had been in Peking as Minister when Sir Nicholas O'Connor was, or if he had been there during the Sino-Japanese and Russo-Japanese Wars as well as during the recent period, some ten years ago, when Germany seized Kiaochow, Russia took Port Arthur, and Great Britain leased Weihaiwei, would the results seen to-day have been different in regards British interests had Sir Robert represented his own country in Peking?

Sir Robert Hart is credited with having advised the Chinese Government in regard to the recent "Tatan Maru" incident and to have thrown the weight of his advice and influence on the side of H.E. Yuan Shih Kai in advising an amicable and honourable settlement with Japan.

In Southern China there seems to be a strong feeling against this settlement and against the Japanese. Anti-Japanese sentiment is strong and very widespread in the North, not only among the Chinese but among foreigners. But in most cases it is unreasonable, and there is a danger that it may be pushed too far. There are indications, however, of a reaction taking place in this respect.

JAPAN AND FORMOSA

Mr. Byles (Salford, N.) asked the Secretary for Foreign Affairs whether he had any official information to the effect that the Japanese authorities had arranged a plan to exterminate the aboriginal population of the island of Formosa; and if so, whether he proposed to make any representations to the Japanese Government on the subject.

Sir E. Grey (Northumberland, Berwick).—I have neither heard of any such plan, nor do I believe in its existence.

TELEGRAMS.

(REUTERS' SERVICE.)

RUSSIA AND MACEDONIA.

London, April 18th.

The Duma have debated the Foreign estimates. M. Ivolsky, referring to Macedonia, emphasized Russia's desire not to infringe on the Sultan's sovereignty, and not to provoke an armed conflict as Russia needed peace to restore her scattered energies. Sir Edward Grey's answer to the Russian proposal has made a final agreement hopeful. Great Britain has dropped two important points, namely the appointment of a Governor General, and a reduction of the Turkish troops.

EXECUTIONS AT CANTON.

At Canton on Saturday afternoon fourteen men met their death in the place of public execution. Thirteen, who had been found guilty of robbery, were decapitated, and the fourteenth, who was understood to have poisoned his parents, was strangled.

LADY LUGARD.

HEALTH REQUIRES RETURN TO ENGLAND.

Although Her Excellency Lady Lugard had been looking pale and tired and although her recent voyage to Shanghai and back was undertaken in view of the unsatisfactory state of her health, we were unprepared for the news that the Governor's lady has been seriously ill. We are indeed very sorry to learn that such is the fact, and feel confident that in expressing strong hopes for her speedy recuperation and recovery we have the whole community with us.

We are authorised to publish the following as the latest bulletin:

"There is now less cause for anxiety and the doctors have ordered her home to England as soon as she is sufficiently convalescent to leave."

"FRUIT FROCKS."

A new evening dress is claiming the attention of artistic women. The "bloom gown" is its name, and the idea originated in the mind of a well-known artist.

This idea is to simulate the bloom either on fruit flowers by fashioning a gown of layers of tulle.

"The scheme is not exactly new in one sense," a West End couturier told an "Express" representative. "The same idea was carried out in the 'rainbow' frock, where layers of different coloured tulle were used."

"The 'peacock' dress—another example—was built of brilliant green chiffon under blue tulle, but it remains for this season to introduce the 'bloom' gown on the same lines."

"The bloom of an apricot is copied by covering white chiffon with an overdress of pink tulle and veiling and that again with yellow gauze or chiffon."

The bloom of a rose can be most successfully copied by an overdress of silver tulle which is almost entirely hidden beneath layers of rose pink chiffon, only a glint of the silver being seen.

"The grape bloom is imitated by first a layer of white tulle, then black, and finally dull purple."

"These 'bloom' gowns may sound rather eccentric, but if carried out with care the effect is wonderful."

THE LIABILITY OF SHIPOWNERS.

Ottawa, March 23.

A case of great interest to steamship owners was decided to-day by the Supreme Court of Canada. It was an appeal by the Inverness Railway and Coal Company, plaintiffs, versus Sir Alfred Jones, trading as Elder, Dempster, and Company, limited, defendants.

In June, 1904, Sir Alfred Jones, leased to William Peterson (limited) for six months the ship *Lake Simcoe* for navigation between Rotterdam and Canadian ports. In July, the ship then being at Montreal, the Coal Company supplied the vessel with coal to the value of \$6,022 (£1,204), drawing for the amount upon the charterers. Before the draft was paid, Messrs. Peterson (limited) became insolvent. Thereupon the Coal Company sued Messrs. Elder, Dempster for payment and attached the vessel. The case involved interesting points in law. The *Quacoe* code, with which the Supreme Court dealt fully. Judgment was given for Sir Alfred Jones with costs, the decision of the Court of King's Bench being affirmed. Leave to appeal to the Judicial Committee will be applied for.

ENGLISH—THE WORLD LANGUAGE.

In spite of organised efforts to give to other tongues, French, for instance, the lead in international affairs, the march of the English language around the world goes on of its own momentum. In the "World's Work" for March Professor H. Babbitt tells a stirring story of this conquest. It is probable that all countries in temperate zones will have universal literacy by the end of the century. In this case, even if no one read English outside its vernacular countries, it would still hold its own as the leading literary language. German and French are bound to fall off relatively as vernaculars, and this implies a falling off of their importance as culture languages; but the importance of English in this respect is bound to grow. The first place among foreign languages has been given to it in the schools of many European and South American countries; Mexico and Japan make it compulsory in all schools of upper grades; and it is to follow Japan in this respect as soon as the work can be organized.

The future of the English language in China is a matter of great interest and great possibilities. It is, of course, a certainty that if China does with English what Japan is doing, all Chinese before the end of the century will read English. This will be, as communication improves, a powerful influence, in addition to that already existing, for increasing the use of English in India and the rest of Asia. No foreigner is ever likely to take the trouble to learn the Chinese by any alphabetic system. This will compel the Russians, in their intercourse with Chinese on their Asiatic border, to use English. When Admiral Togo called on Admiral Rojdestvensky in the hospital, they conversed in English. This very prettily illustrates the fact that English has reached round the world.

LOCAL SPORT.

LUSITANO ATHLETIC SPORTS.

These sports held yesterday afternoon on the Race Course proved very successful. There was a large attendance of the public and in the brilliant sunshine that prevailed the meeting was much enjoyed. Music was discoursed by the band of the 13th Rajputs. The sports were well managed by the following officials:

Patron, His Excellency Sir Frederick J. D. Lugard, K.C.M.G., C.B., D.S.O.; president Mr. J. J. Leiris, vice-president Mr. A. G. da Rocha, Hon. Secretary, Mr. C. de M. C. V. Ribeiro; Hon. Treasurer, Mr. A. V. Barros; Judges, Messrs. Leo, D'Almeida e Castro, J. C. Barretto, B. M. Cunha, D. P. J. Lopes, J. D. Osmund, C. M. P. Remedios, P. M. Remedios, M. E. da Silva; Referee, Mr. J. A. S. Alves; Handicapper, Messrs. C. M. S. Alves, C. de M. C. V. Ribeiro, J. M. V. Remedios, O. F. Roxario, A. G. da Rocha; starter, Mr. Alves; time keeper, Mr. J. O. Remedios; Clerk of the Course, Mr. J. M. Britto; Committee—Messrs. J. M. Alves, F. F. Barreto, H. J. M. Carvalho, C. M. Castro, A. M. Castro, A. M. da Cruz, H. Cruz, E. J. Figueiredo, E. J. Noronha, A. F. Osmund, S. Pinna, A. J. C. V. Ribeiro, J. A. C. V. Ribeiro, I. Rocha, F. M. Rosa Pereira, P. da Rosa, J. M. Victor J. T. de Silva, A. M. L. Soares. Working Committee—Messrs. F. X. Britto, J. R. Campos, C. F. Franco, M. V. Leon, A. A. Lopes, L. A. Ozorio, C. Pinto, Alfredo Remedios, H. M. V. Remedios, F. A. C. V. Ribeiro.

120 yards Flat Race, (Handicap). First heat—1, F. B. Silva; 2, F. H. Hyndman. Second heat—1, F. Franco; 2, F. L. Roza. Third heat—1, J. F. Castro; 2, L. O. Osorio. Final—1st (prize presented by Sociedade Philharmonica), J. F. Castro; 2 (prize presented by Messrs Noronha and Co.), F. Franco. Time, 12 4/5.

Boys' Race, 22 1/2 yards (Handicap). Open to boys from 10 to 14 years of age. 1, (prize presented by Mr. J. M. da Rocha), H. Sequeira; 2 (prize presented by Messrs Graça and Co.), E. M. Castro. Time, 25 2/5.

Bicycle Race, 1 mile (Handicap). 1 (prize presented by Messrs Barreto and Co.), J. O. Remedios; 2, A. V. Barros. Time, 3/47. 220 yards Flat Race (Challenger Cup). 1 (prize presented by Mr. T. Neres), J. F. Castro; 2, D. A. Soares. Time, 23 4/5.

Girls' Race, 100 yards, (Handicap) Open to girls under 10 years of age. 1 (prize presented by Club Venatorio), F. d'Almeida e Castro; 2 (prize presented by Messrs Graça and Co.), G. Pinna.

Three-Legged Race, 100 yards. 1, F. H. Hyndman and F. A. Barradas; 2, F. J. Barreto and A. V. Barros.

Bicycle Race, 3 miles, (Handicap). 1 (prize presented by Oriental Hotel), A. V. Barros; 2, J. O. Remedios. The winner, with a start of 60 yards, finished with 400 to spare. J. R. Pereira, the scratch man, came in ten yards behind the third man, A. M. Neves. Time 12-12.

Half-a-mile Flat Race, (Open to Soldiers, Soldiers, and Police). 1, Gauner Tallow; 2, Gauner Erica. There were five starters. Time, 2-10 4/5.

220 yards flat race (championship), open to all bona fide amateurs in the colony under the rules of the A. A. A.

1, (prize presented by Lusitano Football Club), Garrett; 2, J. F. Castro. Considerable interest was manifested in this open event which attracted the largest number of entries for any race for adults. Castro ran his fourth race for the day. Ten yards from the tape Garrett led but on getting nearer Castro asserted, giving the leader an advantage which he utilised and finished three yards in front of Castro. Mead was a good third. Time 23-1/3.

Boys' Race, 120 yards, (Handicap). Open to boys under 10 years of age. 1 (prize presented by Mr. A. G. da Rocha), R. d'Almeida e Castro; 2, Alvaro Osmund.

440 yards Flat Race (Handicap). 1 (prize presented by the Catholic Union), L. G. Cordeiro (20 yds); 2 (prize presented by Messrs J. C. dos Remedios and Co.), J. A. S. Alves (40 yds). Time 53.

Sack race by yards. First heat—1, F. H. Hyndman; 2, A. J. C. V. Ribeiro. Second heat—1, J. F. Castro; 2, G. V. Barros. Final—1, (prize presented by Mr. L. M. J. Alves), G. V. Barros; 2, J. F. Castro.

120 yards flat race handicap, 1 (prize presented by Mr. J. J. Leiris), S. Pinna; 2 (prize presented by Mr. U. J. Sequeira), I. Rocha. Time 11 sec.

Ladies Nomination. 1, (prize presented by Mr. F. B. da Silva), F. J. Barreto nominated by Mrs Barreto; 2 (presented by Mr. A. M. L. Soares), A. J. C. V. Ribeiro nominated by Mrs Ribeiro.

Half mile handicap. 1, (prize presented by Messrs. Cruz Basto and Co.), F. X. Botelho, (300 yards); 2 (presented by Mr. F. J. F. Jorge), J. M. C. Lopes (100 yards). Time 1-46. A popular win.

Team Race 220 yards—1, A. J. C. V. Ribeiro (capt.), F. L. Roza, J. A. Barradas, F. Yvanovich and F. B. Silva; 2, F. H. Hyndman (capt.), L. G. Cordeiro, J. M. R. Pereira, T. Pereira and M. L. Rocha.

Consolation Race, 120 yards open to all competitors except those in open events—1, L. A. Osorio; 2, F. Roza.

Extra half mile weight race; 150 yards—1, F. Soares; 2, A. A. Alves.

Lady Lugard would have attended to present the prizes but was prevented by indisposition. The duty was undertaken by Mrs Rocha, who was afterwards presented with a bouquet of flowers by Mr. Leiris, Mr. A. Rocha, her brother expressed her acknowledgements.

NOTICES.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Daily Press only, and special business matters to the Managers.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent to before 11 a.m. on day of publication, after that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Code: A.B.C., 5th Ed. Lieber's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"JAPAN," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LTD., Agents.

Hongkong, 20th April, 1908. 743

NOTICE TO CONSIGNEES.

FROM SINGAPORE, PENANG AND CALCUTTA.

"CATHERINE APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense.

Cargo remaining on board after 4 p.m. of the 22nd inst., will be landed at Consignees' risk and expense.

Consignees of cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LTD., Agents.

Hongkong, 20th April, 1908. 744

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"KANAGAWA MARU," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 23rd inst., will be subject to rent.

No Fire Insurance will be effected. Damaged packages must be left in the Godown for examination by the Consignees and the Co.'s representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents.

Hongkong, 17th April, 1908. 745

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship

"PERSIA," having arrived, Consignees of Cargo are hereby informed that Goods will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 25th inst., or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 2nd inst., will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.

Hongkong, 18th April, 1908. 746

NEW ADVERTISEMENT

THE RUSSIAN VOLUNTEER FLEET.

FOR ODESSA.

THE Steamship

"VORONEJ," will leave on or about the end of June. For Freight apply to

MELCHERS & CO., Agents.

Hongkong, 21st April, 1908. 748

INTIMATIONS

HONGKONG CLUB.

NOTICE.

THE TWENTY-SECOND YEARLY GENERAL MEETING of the Members of the Hongkong Club will be held in the Club House TO-MORROW (WEDNESDAY), the 22nd April, 1908, at 5.15 p.m.

By Order, C. H. GRACE, Secretary.

Hongkong, 9th April, 1908. 686

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Hongkong Club will be held in the Club House TO-MORROW (WEDNESDAY), the 22nd April, 1908, at 5.30 p.m. for the purpose set forth in the Notice posted in the Hall of the Club.

By Order, C. H. GRACE, Secretary.

Hongkong, 9th April, 1908. 687

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of the above Club will be held on SATURDAY, the 25th April, at 12.30 p.m., at the Offices of the Jockey Club on the ground floor of the Hongkong Club Annex, Chater Road.

By Order, T. F. HOUGH, Clerk of the Course.

Hongkong, 11th April, 1908. 699

NOTICE.

THE FOURTEENTH ANNUAL DINNER of the Hongkong Football Club will be held on SATURDAY, April 25th, at 7.45 p.m. at the Hongkong Hotel. Members wishing to attend should early notify the Hon. Secretary.

H. L. O. GARRETT, Hon. Sec., H.K.F.C.

Hongkong, 17th April, 1908. 731

MAGISTRACY.

IT IS HEREBY NOTIFIED that a MEETING of His Majesty's Justices of the Peace will be held at the Magistrate's Office, at 2.15 p.m. on MONDAY, the 27th April, 1908, for the purpose of considering the following application under the Liquor Licences Ordinance, 1898, (Ordinance No. 8 of 1898), viz.

To transfer from one L. M. LOBO to JOHN ELVIN BARKER the Publican License to sell by retail intoxicating liquors on premises numbered 148 and 150, Queen's Road Central, and 99 and 101, Wellington Street, under the sign of "THE STAG HOTEL."

J. H. KEMP, Police Magistrate.

Hongkong, 16th April, 1908. 722

SIEN FING L.

SURGEON DENTIST.

No. 10, D'ARVILLAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1908. 575

IF YOU REQUIRE ARTISTIC PICTORIAL POSTCARDS POSTCARD PAINTING BOOKS.

STAMP, BIRTHDAY AND POSTCARD ALBUMS, Mechanical Animals, Art Relief Novelties.

POSTAGE STAMPS in Bags, Packets, Sets, &c. &c. AND All other Philatelic Goods

GRACE & CO., Hongkong Hotel Corridor.

Hongkong, 1st January, 1908. 645

SINGON & CO.

IRON, STEEL, METAL AND HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Cokes Importers, General Storekeepers and Shipchandlers. 35 & 37, HING LOON STREET, (2nd Street, west of Central Market) Telephone No. 515.

665

SANG MOW.

RATTAN AND GRASS FURNITURE MAKER.

CHAIRS, TABLES, SETTEES & LONG CHAIRS.

BAMBOO BLINDS, MATTINGS in all colours on Sale.

All Orders receive prompt attention.

59A, QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 20th February, 1908. 401

THE DIRECTORY AND CHRONICLE

FOR 1908

IS NOW ON SALE.

Copies may be obtained at the "Hongkong Daily Press" Office or from Booksellers throughout the Far East.

Hongkong, 15th February, 1908. 383

AUCTION.

PUBLIC AUCTION.

THE Undersigned have received instructions from THE REGISTRAR, SUPREME COURT, to sell by Public Auction,

TO-DAY (TUESDAY), the 21st April, 1908, at 11 a.m., at their Sales Rooms, No. 8, Des Voeux Road Central, and at 2.30 p.m., at No. 39, Queen's Road Central,

THE GOODS AND CHATTELS OF THE TAI YIK TRUNG FIRM,

Comprising: TEAK WOOD, WARDROBES with Bevelled Glass, VERMANTELS, TEAK WOOD EXTENSION DINING TABLE and CHAIRS, LEATHER COVERED SOFAS, DINNER WAGGONS, GLASS and CROCKERY WARE, ORNAMENTS, FILTERS, &c. &c.

TERMS: As usual.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 17th April, 1908. 735

NOTICES OF FIRMS

THE CHINA-BORNEO CO., LIMITED.

NOTICE.

DURING my Temporary Absence from the Colony, Mr. W. D. JUPP will act as GENERAL MANAGER of the Company.

By Order of the Consulting Committee, THE CHINA-BORNEO CO., LTD., J. WHEELEY, General Manager.

Hongkong, 20th April, 1908. 739

NOTICE.

MR. SIDNEY MICHAEL is authorised to SIGN the Name of our Firm, per procuration from this Date.

J. R. MICHAEL & CO., Hongkong, 15th April, 1908. 717

NOTICE.

THE Interest and Responsibility of Mr. JAMES ORANGE in our Firm CEASED This Day.

LEIGH & ORANGE, Hongkong, 31st March, 1908. 635

NOTICE.

MR. ALBERT EDWIN GRIFFIN, Assoc. M. Inst. C.E., is from May 1st, 1908, admitted a PARTNER in our Firm, which will continue to carry on the business of Civil Engineers, Architects and Surveyors as heretofore, under the style of "Leigh & Orange."

LEIGH & ORANGE, Hongkong, 31st March, 1908. 636

PUBLIC COMPANIES

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-FIFTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on THURSDAY, the 23rd April, 1908, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Accounts for 31st December, 1907, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from the 18th April to the 23rd April, both days inclusive.

By Order of the Board, C. MONTAGUE EDE, Secretary.

Hongkong, 27th March, 1908. 618

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTY-SECOND ORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the Head Office, No. 2, Queen's Buildings, Hongkong, on THURSDAY, the 23rd April, 1908, at 12.30 p.m. for the purpose of receiving the Report of the Directors together with the Statements of Accounts for the 31st December, 1907, and of declaring Dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th April to the 23rd April, both days inclusive.

By Order of the Board of Directors, C. MONTAGUE EDE, Secretary.

Hongkong, 27th March, 1908. 614

GREEN ISLAND CEMENT CO., LTD.

THE NINETEENTH ORDINARY ANNUAL MEETING of Shareholders in the Company will be held in the Office of the General Managers, St. George's Building, Victoria, on SATURDAY, 25th April, 1908, at 11 o'clock a.m. for the purpose of receiving a Statement of Accounts for the year ending 31st December, 1907, declaring a Dividend and electing Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, 18th April, until SATURDAY, 25th April, both days inclusive.

By Order of the Board of Directors, SHEWAN, TOMES & CO., General Managers.

Hongkong, 11th April, 1908. 698

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the NINETEENTH ORDINARY GENERAL MEETING of the Shareholders will be held at the Company's Office, St. George's Building, on SATURDAY, the 2nd May, at 2 o'clock, Noon, for the purpose of presenting the Report of the Directors, together with a Statement of Accounts for 29th February, 1908, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 18th April to 2nd May, both days inclusive.

By Order of the Board of Directors, GIBB, LIVINGSTON & CO., Agents.

Hongkong, 14th April, 1908. 711

NOTICES TO CONSIGNEES

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM MIDDLESBORO, ANTWERP, LONDON AND STRAITS.

THE Steamship

"DENBIGHSHIRE," Captain Hall, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 21st inst., at 3 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, 15th April, 1908. 724

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer.

"OCEANA," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo: From London, &c., &c. India. From Penang, &c., &c. B. I. S. N. and P. & O. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 22nd inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT, Acting Superintendent.

Hongkong, 15th April, 1908. 71

AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Steamship

"SWAZI," Captain MacKenzie, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 22nd inst., at 3 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & CO., General Agents.

Hongkong, 16th April, 1908. 727

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"SENEGAMBIA," Captain Eekhorn, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day.

Any Cargo impeding the discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd inst., at 3 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by HAMBURG-AMERIKA LINIE, HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 17th April, 1908. 738

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship

"CHINA," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

The Steamer brings Cargo from Venice or as "Motorich" transhipped at Trieste.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 23rd inst., or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 23rd inst., will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.

Hongkong, 16th March, 1908. 3

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OFFICES in ALEXANDRA BUILDINGS. Apply to—**SECRETARY**, A. S. Watson & Co., Limited. Hongkong, 23rd April, 1907. 191

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NO. 2, MACDONNELL ROAD. Apply to—**COMPADORE'S DEPARTMENT**, Nippon Yusen Kaisha. Hongkong, 8th June, 1906. 188

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TO LET

BRITISH COLUMBIA AND THE ASIATICS. "THE GAME OF POLITICS." Victoria (B. C.), March 1.

TO LET

The anti-Japanese sentiment in British Columbia, common to other parts of the Pacific Coast, which bids fair in the future to result in events of no small moment, has been brought to light again during the past few days in consequence of the enactment and attempted enforcement of the Immigration Act passed by the British Columbia Government. An Act similar to the Natal Act, which provides for an educational test for immigrants, who are submitted to a slight examination and refused permission to land if they cannot write or read in English or some other European language. The Act was, however, never meant to be enforced; it was part of the game of politics as played in British Columbia. Following the rioting at Vancouver, politicians were quick to see that the approval of the masses was best obtained by taking advantage of the attitude of the people of the province against the Japanese. First Liberals from British Columbia were heard in the House at Ottawa, then the Conservatives of British Columbia were quick to take advantage of the situation. For years British Columbia has passed anti-Japanese legislation, and as often as such Acts have been passed they have been disallowed at Ottawa. Then, more rapidly since the backward spring of the pendulum from adulation of the Japanese to dislike of them, which followed the victorious war with Russia, the attitude of the people of British Columbia in common with other parts of the North Pacific littoral—an attitude which now finds little reflection in Eastern Canada—has grown, and when the British Columbia Immigration Act, which was aimed against the Japanese, was passed the Ottawa Government was not anxious to be placed in the position of disallowing it.

TO LET

When however, the Act was passed, and was assented to without delay by the Lieutenant-Governor, the Federal Government instructed lawyers in Victoria and Vancouver to arrange for a test case in the Courts. Two Japanese from Portland were arrested at New Westminster soon after they crossed the United States boundary line, being apprehended at the instance of the officials appointed by the British Columbia Government for the enforcement of the new Act. About the same time some Japanese who arrived from Yokohama by the Japanese steamer *Tosa Maru* were detained at Victoria, and one of them was selected to be taken into Court, the arrangement being made by a barrister appointed by the Dominion Government, who met the steamer in company with the immigration officials. The case of the Japanese arrested at New Westminster was tried before Chief Justice Hunter, who ruled that the new Immigration Act was inoperative concerning Japanese on account of the Treaty with Japan.

TO LET

In his judgment Chief Justice Hunter said: "It is, I understand, admitted that the applicants are subjects of the Emperor of Japan, and they come before the Court to decide on the validity of their detention. So far as I can see, it is not necessary to consider how far this so-called *Natal Act* is repugnant to the terms of the Canadian Immigration Act. My present opinion is that it is not repugnant to that Act. No section has been pointed out where any positive standard is laid down by the Act as to who shall be allowed in or who kept out. There are only specified classes. Inasmuch as the British North America Act permits the enactment of laws relating to immigration by local Legislatures so long as they are not repugnant to any Act of the Parliament of Canada, I should say that the provisions of this Act, known as the *Natal Act*, are not repugnant to the provisions of the British North America Act. At any rate, I have come to the conclusion that it is not necessary to consider whether it is ultra vires of the local Legislature. I have only to consider how far the provisions of this Act interfere with or nullify the Act known as the Japanese Treaty Act, which was passed in 1907 by the Parliament of Canada. Now that Act recites the Treaty between the Imperial and the Japanese Governments, and proceeds to enact that the provisions of the Treaty are nullified. The question is, Do the provisions of the British Columbia Act contradict the provisions of the Act known as the Japanese Treaty Act? The British Columbia Act lays down certain conditions with which persons seeking to enter the province must comply. Amongst them is one that they must read or write in any language of Europe, the obligation being set out in certain schedule. Now when we look at the Japanese Treaty Act we find in the broadest way that the subjects of each of the contracting parties has full right to enter, travel, and reside in the country of the other and to have full protection of their property. It is to my mind absolutely impossible to argue that the Canadian Government having this power, the provisions of the *Natal Act* are not in contradiction of the Treaty Act. It is very clear to me that the *Natal Act* is inoperative so far as it concerns the subjects of Japan. It is not necessary for me to decide that the *Natal Act* as a whole is inoperative, but it is inoperative so far as it concerns the subjects of the Emperor of Japan."

TO LET

An appeal was at once taken from the decision, and was heard by a Court of Appeal, consisting of Justices Irving, Morrison, and Clement, which, after hearing the argument of Robert Cassidy, for the province, only gave judgment upholding the decision of the Court of Justice. It is probable that British Columbia will now carry the case to the Privy Council, if the right of appeal is given. Mr. Cassidy argued that the province had rights given them under the British North America Act to deal with immigration, and that the province was within its rights in passing the Immigration Act in question. He further claimed that the Dominion Government, having no right to make a Treaty with Japan had no right to sanction the Treaty. Judge Clement, in his comments on the case after giving reasons for upholding the decision of Chief Justice Hunter, said: "This matter of Japanese immigration has been dealt with properly—that is to say, constitutionally—by the Parliament of Canada; and I must say that to my mind it smacks strongly of disloyalty to our settled form of government when the authorities of one province undertake to override and render abortive the will of the people of Canada—*et quorum pars magna sumus*—constitutionally expressed in an Act of the Parliament of Canada; and when they even make bold to forbid the honourable observance of our solemn engagements—with a foreign Power."

TO LET

When the British Columbia Legislature resumed its sittings within two hours of the rendering of this decision Mr. Dawson (Attorney-General) and Mr. J. H. Hawthornthwaite (member for Nanaimo), the Socialist leader, both spoke to questions of privilege, protesting against the language used by Judge Clement, and it is proposed to memorialise the Minister of Justice at Ottawa on the subject.

TO LET

Subsequent arrivals of Japanese have not been interfered with by the officials appointed to enforce the British Columbia Immigration Act,

TO LET

but it is announced that the provisions of the Act will be applied to Hindus who are brought into the province. Two hundred and twenty Hindus who arrived by the steamer *Monteagle* from Hongkong are held in quarantine here, the *Monteagle* having been detained owing to a case of smallpox being found amongst her crew. The Hindus, with other steerage passengers, will remain for two weeks in quarantine, and when freed will, if the decision reached by the immigration officials is carried out, be deported. It is unlikely that they will come to the hands of the British Columbia (B.C.) for the Dominion Government immigration inspectors state that they will be deported under the regulation added a short time ago to the schedule of the Federal Immigration Act to provide that all immigrants who do not come from their place of birth or citizenship by continuous voyage will be refused permission to land.

TO LET

This regulation was in reality made for the purpose of stopping the ingress of the many Japanese who were flocking to British Columbia from the Hawaiian Islands, where there are over 60,000 Japanese. The order proved effective in this regard, and went further. It stopped the coming of the Panjabis, so many of whom were attracted to British Columbia. There is no direct steamship service from India ports, and the Indians have been journeying to Hongkong to join the Canadian Pacific Railway Company's steamers, by which the majority have come. Those who arrived on the *Monteagle* are the first to come, with the exception of seven from Sara by the Australian liner *Admiral*, since the passage of the Order in Council. Ottawa making the new regulation effective. Some Russian labourers who came by a Japanese steamer were also refused landing, owing to their journey from Vladivostok not being continuous. The regulation was not to prevent the landing of these Russians and Hindus, but was only aimed at the Japanese from Hawaii, and its wording was made general with the object of not giving offence to the Japanese Government by legislating solely against the subjects of the Emperor.

TO LET

The whole question of Asiatic immigration as it affects the people of this part of the Pacific Coast is in its infancy. It will before long be a serious problem, and one that before many years have elapsed will have a serious effect upon the relationship of the Colonies which are washed by the Pacific to the Motherland if the Anglo-Japanese Alliance is renewed. There is no doubt that, despite the way in which the political opportunists have seized upon the matter, the sentiment of the West is strongly opposed to the Japanese, and that the opening of the gates which the province seeks to close by Federal or Imperial pressure will but intensify that attitude.

TO LET

A Commission to investigate the whole question would render a most valuable service, not only to the Empire, but also to the English-speaking world.

TO LET

LADY LAW CLERKS. NOVEL SCENE IN THE COURTS. For the first time in the history of the Law Courts two ladies made their appearance as solicitors' clerks. This strange innovation was witnessed in the Chancery Court, presided over by Mr. Justice Neill, who was called upon to decide a claim to £20,000.

TO LET

At the table provided for those instructing counsel the young ladies were seated. In front of them were large piles of documents, with which they busied themselves. When any particular paper was referred to in the course of the proceedings it was unshared by one of the ladies and passed on to either judge or counsel with an alacrity that astonished those who were interested spectators.

TO LET

Occasionally they made notes of the evidence, passed hints to counsel, and displayed such business aptitude for the work before them as caused a general surprise and wonderment. Both satirical in neat costumes, and wore hats relieved with a little colour.

TO LET

Their employer appeared to leave the arrangements for conducting the case in the control of the two ladies, and in conversation he remarked that they had every phase of it at their fingertips.

TO LET

One, he said, was his managing clerk, and both were entirely trustworthy. He considered they were better than men, as they did not drink, smoke, or bet, and could concentrate their minds more on the business before them.

TO LET

A good example is set by the people who take care of their teeth—and more of them every year use **Calvert's Carbolic Tooth Powder**. Sold by Local Chemists and Grocers. MADE BY F. C. Calvert & Co., Manchester, Eng. 639-1

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PRIVATE BOARD AND RESIDENCE MRS. GILLANDERS "CLAREMONT," 2 & 4, KENNEDY ROAD. Hongkong, 9th February, 1907. 568

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TO LET

ON A.T.E. A TABLE OF THE RATES OF EXCHANGE AT HONGKONG FOR DEMAND DRAFTS ON BOMBAY On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver FROM 1893 TO 1905; ALSO RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1890), and other Useful Information. Price \$1 Cash. On Sale at the "DAILY PRESS" Office, or Local Booksellers.

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TO LET

SHIPPING.

ARRIVALS.
CATHARINE APOCAL, British str., L. 730, W. D. A. Thomas, 20th April—Calcutta and Straits 3rd April, General—David Sassoon & Co., Ltd.
CURONIA, Russian str., 2,943, Brookhausen, 20th April—Mojil 14th April, General—Malabar & Co.
DAKOTAH, British str., 2,540, Ross, 19th April—San Francisco, Kerosine Oil—Standard Oil Co.
EMPIRE, British str., 2,943, P. T. Helms, 20th April—Yokohama via Kobe and Moji 7th April, General—Gibb, Livingston & Co.
KWELIN, British str., 2,940, Harde, 19th April—Shanghai 16th April, General—Butterfield & Swire.
LOYAL, German str., 1,287, Natus, 20th April—Saigon 14th April, Rice—Sander, Winder & Co.
PROMETHEUS, British str., 3,583, G. Moir, 19th April—Shanghai 16th April, General—Butterfield & Swire.
PRONTO, Norwegian str., 962, T. Seeberg, 20th April—Wuhu 15th April, Rice—Angard, Thorsen & Co.
SOSU MARU, Japanese str., 1,119, T. Saruga, 20th April—Shanghai via Poochow, Amoy and Swatow 19th April, General—Onaka Shewan Kaisha.
TAISKAN, British str., 1,121, Laing, 19th April—Saigon 14th April, General—Bradley & Co.
TUDOR PRINCE, British str., 2,767, H. N. McDougall, 20th April—Shanghai 16th April, General—Arnold, Karberg & Co.
YOCOW, British str., 19th April—Canton.

DEPARTURES.

19th April.
HAIMUN, British str., for Coast Ports.
TITAN, British str., for Kobe and Vancouver.
 20th April.
CHIYUEN, Chinese str., for Canton.
LOKSAN, British str., for Canton.
TUJWONG, Dutch str., for Yokohama.

SHIPPING REPORTS.

The British str. *Prometheus* reports: Fresh North Easterly winds, overcast, rain. The British str. *Empire* reports: N. W. to N. E. Southerly winds and fine weather prevailed throughout the voyage. The British str. *Titon* reports: On April 14th to 17th, light Easterly winds and fine weather; 17th to 19th, strong N. E. winds, cloudy and rainy weather.

VESSELS IN DOCK.

April 18th.
ABERDEEN DOCKS—Neil Melod, *Sorsogon*, Quarantine, H.M.S. *Janus*, *Nanning*, *Standard*, *Chingha*, *Chantabong*, *Wongkoi*.
COSMOPOLITAN DOCKS—

VESSELS ON THE BERTH

THE AMERICAN AND ORIENTAL LINE.
 FOR NEW YORK.
 (With Liberty to Call at the Malabar Coast.)

THE Steamship

"TUDOR PRINCE"
 Capt. Macdougall, will be despatched for the above Port on or about TUESDAY, the 21st April.
 For Freight apply to
ARNHOLD, KARBURG & Co.
 Agents.
 Hongkong, 12th March, 1908. 539
DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND POOCHOW.

THE Company's Steamship
"HAICHING"
 Capt. A. E. Hodgins, will be despatched for the above Ports TO-MORROW, the 22nd inst., at 1 P.M.
 For Freight or Passage, apply to
DOUGLAS, LAPRAK & Co.
 General Managers.
 Hongkong, 20th April, 1908. 737
EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
 (Calling at Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE"
 Captain Helms, will be despatched as above on SATURDAY, the 25th April at Noon.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light & Stewardess and a duly qualified Surgeon are carried.
 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
 For Passage, apply to
GIBB, LIVINGSTON & Co.
 Agents.
 Hongkong, 31st March, 1908. 639
CHINA COMMERCIAL S.S. CO., LTD.

NOTICE.

FOR SALINA CRUZ, MEXICO.

THE Steamship

"LANDRAT SCHEIFF"
 Captain H. Brandt, will be despatched for the above Ports via MOJI, JAPAN, on SATURDAY, the 2nd May, at 5 P.M.
 For Freight or Passage, apply to
CHINA COMMERCIAL S.S. CO., LTD.
 Hotel Mansions.
 Hongkong, 8th April, 1908. 677

REGULAR STEAMSHIP SERVICE
 WITH LIBERTY TO CALL AT MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.
 S.S. "SIKH" 28th April.
 For Freight and further information, apply to
DODWELL & CO., LTD.
 Agents.
 Hongkong, 3rd April, 1908. 522

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into F. or Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS:

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPT.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via USUAL PORTS OF CALL.	DEVANHA	Brit. str.	—	T. H. Hide, R.N.R.	P. & O. S. N. Co.	On 2nd May, at Noon.
LONDON, HAMBURG & ANTWERP	DENBIGHSHIRE	Brit. str.	—	Knaivel	SHAWAN TOMES & Co.	About 15th May.
HAYRE, ROTTERDAM & HAMBURG	LIBERIA	Ger. str.	k.w.	K. Webster	HAMBURG-AMERICA LINE	On 25th inst.
HAYRE, LONDON & ANTWERP via SUEZ CANAL	GLENFURBER	Brit. str.	—	Bahlo	MCGREGOR BROS. & GOW	On 26th inst.
HAYRE & HAMBURG via STRAITS, &c.	SILBRIA	Ger. str.	k.w.	Eckhorn	HAMBURG-AMERICA LINE	On 10th May.
MANSEILLES, LONDON & ANTWERP via SINGAPORE &c.	SENKAMBA	Ger. str.	k.w.	W. W. Cooke, R.N.R.	HAMBURG-AMERICA LINE	On 24th May.
MANSEILLES, &c. via PORTS OF CALL.	PERA	Brit. str.	—	Günther	P. & O. S. N. Co.	On 24th inst.
MANSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	ARMAND BEHIC	Fr. str.	—	Wm. Bainbridge	MESSAGERIES MARITIMES	On 28th inst., at 1 P.M.
MANSEILLES, LONDON & ANTWERP via SINGAPORE &c.	INARA MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 28th inst., at D'light
MANSEILLES, LONDON & ANTWERP via SINGAPORE &c.	KAMAKURA MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 18th May, at D'light
MANSEILLES, LONDON & ANTWERP via SINGAPORE &c.	INDIAN	Jap. str.	—	H. Fraser	MELCHERS & Co.	Beginning of May.
NAPLES, GENOA, ALGER, GIBRALTAR &c.	F. H. LUTFOLD	Ger. str.	—	H. Kitchner	MELCHERS & Co.	To-morrow, at Noon.
ODESSA	YORON	Rus. str.	—	Macdougall	ARNHOLD, KARBURG & Co.	End of June.
NEW YORK via SUEZ CANAL	TUDOR PRINCE	Am. str.	—	—	SHAWAN TOMES & Co.	About 31st May.
BOSTON & NEW YORK	LOWTHER CASTLE	Am. str.	—	—	DODWELL & CO., LTD.	On 28th inst.
VANCOUVER via SHANGHAI JAPAN, &c.	SUKH	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	To-morrow, at Noon.
VANCOUVER via SHANGHAI JAPAN, &c.	MONTEAGLE	Brit. str.	1 m.	—	NIPPON YUSEN KAISHA	On 7th May, at P.M.
VICTORIA, B.C. & SEATTLE, WASH., &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	—	NIPPON YUSEN KAISHA	On 28th inst., at 4 P.M.
VICTORIA, B.C. & SEATTLE, WASH., &c.	SHINANO MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 12th May, at 4 P.M.
VICTORIA, B.C. & SEATTLE, WASH., &c.	TANGO MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 14th May.
VICTORIA, B.C. & TACOMA via JAPAN	KUMERIC	Am. str.	—	Cowley	SHAWAN TOMES & Co.	Quick despatch.
SAN FRANCISCO via PORTS	CLAN MACMILLAN	Brit. str.	1 m.	D. Mori	TOYO KISEN KAISHA	Quick despatch.
CALLAO and IQUIQUE, via JAPAN PORTS, &c.	KASATO MARU	Jap. str.	—	H. Brandt	CHINA COMMERCIAL S.S. Co.	On 2nd May, at 5 P.M.
SALINA CRUZ, MEXICO via MOJI & JAPAN	LANDRAT SCHEIFF	Ger. str.	—	G. W. Eidy	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
AUSTRALIAN PORTS via MANILA	CHANGSHA	Ger. str.	1 m.	W. von Soden	MELCHERS & Co.	On 23rd inst., at 5 P.M.
AUSTRALIAN PORTS via PORT DARWIN	PRINCE WALDEMAR	Ger. str.	—	P. T. Helms	GIBB, LIVINGSTON & Co.	On 25th inst., at Noon.
AUSTRALIAN PORTS via MANILA	EMPIRE	Brit. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 15th May, at Noon.
YOKOHAMA AND KOBE	KUMANO MARU	Jap. str.	—	D. Lens	MELCHERS & Co.	About 1st May.
KOBE	CHINGYU	Brit. str.	1 m.	W. B. Brown	BUTTERFIELD & SWIRE	On 28th inst., at 4 P.M.
NAGASAKI & VLADIVOSTOK	KOWLOON	Ger. str.	k.w.	T. Stehr	HAMBURG-AMERICA LINE	On 23rd inst.
NAGASAKI, MOJI, KOBE & YOKOHAMA	POONA	Brit. str.	—	A. F. Vine, R.N.R.	P. & O. S. N. Co.	About 20th inst.
SHANGHAI via POOCHOW	TUJWONG	Brit. str.	—	Jurissac	JAVA-CHINA JAPAN LINE	To-day, at Noon.
SHANGHAI	LOKSAN	Brit. str.	—	—	JARDINE, MATHESON & Co., LD.	To-day, at 4 P.M.
SHANGHAI	YOCOW	Brit. str.	—	—	MELCHERS & Co.	About 22nd inst.
SHANGHAI	P. E. FRIEDRICH	Ger. str.	—	Y. Fucso	OSAKA SHOKEN KAISHA	On 23rd inst., at 9 A.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	CHOSHUN MARU	Jap. str.	—	Hildebrandt	HAMBURG-AMERICA LINE	On 25th inst.
SHANGHAI via SWATOW, AMOY & POOCHOW	BRIGANTIA	Swed. str.	k.w.	Seller	MELCHERS & Co.	On 27th inst., P.M.
SHANGHAI, YOKOHAMA & KOBE	CANTON	Frans. str.	—	C. L. Daniel, R.N.R.	MESSAGERIES MARITIMES	About 30th inst.
SHANGHAI, KOBE & YOKOHAMA	DELZA	Brit. str.	—	Bradley	P. & O. S. N. Co.	On 1st May, at Noon.
SHANGHAI	KUTEANG	Brit. str.	—	v. Dohren	HAMBURG-AMERICA LINE	On 6th May.
SHANGHAI, YOKOHAMA, KOBE & MOJI	SCANDIA	Ger. str.	k.w.	de Brouwers	JAVA-CHINA JAPAN LINE	Quick despatch.
SHANGHAI, YOKOHAMA & KOBE	TUMAH	Dut. str.	—	H. A. Harde	BUTTERFIELD & SWIRE	On 23rd inst., at 4 P.M.
SHANGHAI	KWELIN	Brit. str.	1 m.	H. A. Wall	BUTTERFIELD & SWIRE	On 25th inst., at 10 A.M.
NINGPO & SHANGHAI	KUJANG	Brit. str.	1 m.	T. Sakurai	OSAKA SHOKEN KAISHA	To-morrow, at 9 A.M.
SHANGHAI	DAIJIN MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
TAMU via SWATOW & AMOY	SOSU MARU	Jap. str.	1 m.	T. Soruga	DOUGLAS LAPRAK & Co.	To-morrow, at 1 P.M.
POOCHOW via SWATOW, & AMOY	KUJICHOW	Brit. str.	1 m.	G. Hooker	BUTTERFIELD & SWIRE	On 24th inst., at 4 P.M.
SWATOW, WEIHAUW, CHEFOO & TIENTSIN	HAICHING	Brit. str.	2 h.	A. E. Hodgins	SHAWAN TOMES & Co.	On 1st May, at 4 P.M.
SWATOW, AMOY & POOCHOW	CHANGSHA	Ger. str.	1 m.	A. Somerville	JARDINE, MATHESON & Co., LD.	On 25th inst., at Noon.
MANILA	LOONGSAY	Brit. str.	—	R. Almond	SHAWAN TOMES & Co.	On 1st May, at 4 P.M.
MANILA	RUSI	Brit. str.	—	T. Meyrick	JARDINE, MATHESON & Co., LD.	On 2nd May, at Noon.
MANILA	YUENSANG	Brit. str.	—	Rodger	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
MANILA	ZAFIRO	Brit. str.	1 m.	G. H. Penneser	JARDINE, MATHESON & Co., LD.	On 5th May, at 3 P.M.
CEBT ILOILO	SUNGIANG	Brit. str.	—	M. B. Lake	JAVA-CHINA JAPAN LINE	Quick despatch.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	Brit. str.	—	P. J. van Emmerik	—	—
BATAVIA, CHERIBON, SAMARANG, &c.	THILATAP	Dut. str.	—	—	—	—

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF OVER 11 days across the Pacific is the "EMPERESS LINE," Saving 5 to 10 days Ocean Travel.
 11 DAYS YOKOHAMA to VANCOUVER.
 18 DAYS HONGKONG to VANCOUVER.

EMPERESS	TONS	PROPOSED SAILINGS (Subject to Alteration).	LEAVE HONGKONG	ARRIVE VANCOUVER
"MONTEAGLE"	6,168	WEDNESDAY, 22nd April	16th May	
"EMPERESS OF JAPAN"	6,000	THURSDAY, 7th May	25th May	
"GLENFARG"	3,700	WEDNESDAY, 20th May	18th June	
"EMPERESS OF CHINA"	6,000	THURSDAY, 4th June	22nd June	
"LENNOX"	3,700	WEDNESDAY, 17th June	12th July	
"EMPERESS OF INDIA"	6,000	THURSDAY, 2nd July	20th July	

* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.
 * "EMPERESS" Steamers will depart from HONGKONG at 4 P.M.
 S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI through the INLAND SEA OF JAPAN, KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships, 14000 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 23 days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence River Lines or New York 27/10
 Intermediate on Steamers 240, " " 242
 and 1st Class Railways.

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" early Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL FARES (first class only) granted to Miscellaneous, Members of the Naval Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
 D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Prays opposite Blake's.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila, Saloon and Electric Light, Perfect Cuisine. SURGION and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila	On 25th April, Noon.
ZAFIRO	2540	R. Rodger	Manila	On 2nd May, Noon.

For Freight or Passage apply to
SHAWAN, TOMES & CO.,
 GENERAL MANAGERS.
 Hongkong, 20th April, 1908. 14

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY
 FOR NEW YORK VIA PORTS AND SUEZ CANAL
 (WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. LOWTHERCASTLE On or about 31st May.
 For freight and further information apply to
SHAWAN TOMES & CO.,
 GENERAL AGENTS.
 Hongkong, 9th April, 1908. 15

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date
* KUMERIC	6,232	Cowley	On 14th May.
* SHAWMUT	9,606	E. V. Roberts	On 30th May.
* TREMONT	9,606	T. W. Garlick	On 19th June.

Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

* The twin-screw S.S. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,

GENERAL AGENTS.

Hongkong, 19th March, 1908. 8

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA & KOBE	"CANTON"	On 25th April.
MANSEILLES, HAYRE, & COPENHAGEN	"INDIAN"	Reg. of May.

For Further Particulars, apply to

Hongkong, 16th April, 1908. 6

THOS. COOK & SON,

ESTABLISHED 1841.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

TICKETS ISSUED TO ALL PARTS OF THE WORLD.

BAGGAGE COLLECTED, SHIPPED AND FORWARDED AT LOWEST RATES.

FOREIGN MONIES EXCHANGED.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED.

Full information on Application. Japan Office—14, WATER STREET, YOKOHAMA.

Head Office for the Far East—16, DES VOUX ROAD, HONGKONG.

VESSELS ON THE BERTH

"GLEN" LINE OF STEAMERS

FOR HAYRE, LONDON AND ANTWERP VIA SUEZ CANAL.

THE Steamship

"GLENFURBER"
 Captain K. Webster, will be despatched as above on SUNDAY, the 26th April.
 For Freight apply to
MCGREGOR BROS. & GOW
 Hongkong 3rd April, 1908. 661

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON, THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSEAN GULF, COSTANTINOPLE, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA"
 Captain T. H. Hide, R.N.R. carrying His Majesty's Mails, will be despatched for this for Bombay &c. on SATURDAY, the 2nd May at Noon, taking passengers and cargo for the above ports in connection with the Company's S.S. "MONGOLIA," 9,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "ARABIA," due in London on 18th June, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and values of all packages are required. For further particulars apply to
 F. J. ABBOTT
 Acting Superintendent.
 Hongkong, 20th April, 1908. 1

"SHIRE" LINE OF STEAMERS LIMITED.

FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship

"DENBIGHSHIRE"</

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
NAGASAKI, MOJI, KOBE and YOKOHAMA	POONA Capt. A. F. Vine, R.N.R.	About 20th April	Freight only.
MARSEILLES, LONDON and ANTWERP via SINGAPORE, AFRICA, COLOMBO, and PORT SAID	PERA Capt. W. W. Cooke, R.N.R.	On 24th April	Freight only.

SHANGHAI	DELTA Capt. C. L. Daniel	About 30th April	Freight and Passage.
LONDON via USUAL PORTS OF CALL	DEVANHA Capt. T. H. Hide, R.N.R.	Noon, 2nd May	See Special Advertisement.

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 20th April, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCE- STON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	"CHANGSHA" ...	On 21st April, 4 P.M.
MANILA, WEIHAWEI, CHERPOO, and TIENTSIN	"TEAN" ...	On 21st April, 4 P.M.
SHANGHAI	"KUEICHO" ...	On 21st April, 4 P.M.
CEBU and ILOILO	"YUENHANG" ...	On 22nd April, 4 P.M.
NINGPO and SHANGHAI	"KWEILIN" ...	On 23rd April, 4 P.M.
SHANGHAI	"KUEILIN" ...	On 25th April, 4 P.M.
KOBE	"CHINGTU" ...	On 26th April, 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled Table. A daily qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

Hongkong, 21st April 1908.

HAMBURG-AMERIKA LINIE, HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. BRISGAVIA ... 25th April.	FOR HAVRE, ROTTERDAM & HAMBURG: S.S. LIBERIA ... 25th April
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FOR SHANGHAI, YOKOHAMA & KOBE: S.S. ANDALUSIA ... 14th May	FOR HAVRE & HAMBURG: S.S. SENEGAMBIA ... 24th May
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. DORTMUND ... 25th May	

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FOR NAGASAKI & VLADIVOSTOK ... S.S. "KOWLOON" ... 23rd April
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Hongkong, 21st April, 1908.

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POOCHOW via SWATOW {"SOSHU MARU" and AMOY	Capt. T. SURUGA	WED'DAY, 22nd April, at 9 A.M.
SHANGHAI via SWATOW {"CHOSHUN MARU" and AMOY and POOCHOW	Capt. Y. FUSENO	THURSDAY, 23rd April, at 9 A.M.
TAMU via SWATOW {"DAIJIN MARU" and AMOY	Capt. I. SAKURAI	SUNDAY, 26th April, at 10 A.M.

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FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZ REGENT LUITPOLD" ...	Wed'day, 22nd April, at Noon
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA	"PRINZ EITEL FRIEDRICH" ...	About Wed'day 22nd April
MANILA, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR" ...	Thursday, 23rd April, at 5 P.M.
YOKOHAMA & KOBE	"PRINZ SIGISMUND" ...	About Friday, 1st May

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GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 13th April, 1908.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
TO SAIL.
* SHANGHAI via FOCHOW ... "OBSANG" ... Tuesday, 21st April, Noon.
* MANILA ... "LOONGSANG" ... Friday, 24th April, 4 P.M.
* SHANGHAI, YOKOHAMA, KOBE, MOJI ... "KUTSANG" ... Friday, 1st May, Noon.
* MANILA ... "YUENSANG" ... Friday, 1st May, 4 P.M.
* SINGAPORE, PENANG & CALCUTTA "NAMSANG" ... Tuesday, 5th May, 3 P.M.

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FOR	STEAMERS	TO SAIL
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MARSEILLE via PORTS	"ARMAND BEHIC" ...	On 28th April, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS" ...	On 11th May, P.M.
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MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	INABA MARU, Tons 6189 Capt. W. A. Baird	WED'DAY, 29th April, at Daylight
VI O C O L A, B. C. and SEATTLE, WASH. and SHANGHAI, MOJI, KOBE, and YOKOHAMA	KAMAKURA MARU, Tons 6126 Capt. H. Fraser	WED'DAY, 13th May, at Daylight
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE, and BRISBANE	SHINANO MARU, Tons 6388 Capt. K. Kawara	TUESDAY, 28th April, at 4 P.M.
	TANGO MARU, Tons 7483 Capt. F. E. Cope	TUESDAY, 12th May, at 4 P.M.
	KUMANO MARU, Tons 5078 Capt. N. Mathieson	FRIDAY, 15th May, at Noon.

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T. KUSUMOTO,

MANAGER.

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Clio, British sloop, 1070 tons, Comdr. C. D. S. Raikes, Shanghai
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